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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol III., No. 10. Nov. 1960

HIGHWAY ASSOCIATIONS APPRECIATED

In the planning and construction of better highways for Montana, the Highway Department works with, and cooperates with many agencies and organizations. Some of them are other state and governmental agencies, while some are voluntary groups, who have organized themselves for the economic and social betterment of their particular area.

There is no question about the fact that what is good for one section of the state is good for the state in general, and the Highway Department believes that better highways in one area, while generating more travel in that particular section, will provide more travel for the entire state, and give an economic lift to all of Montana.

One group of organizations that we endeavor to work with is the various highway associations. They are dedicated to providing the people and businesses along their particular numbered highway with better roads, and it is in these groups that some of the most dedicated highway boosters are found. There are men in most of the associations that have been working most of their adult lives to provide their community, or area of the state, or the state as a whole, with better highways. It has been an inspiration to those of us in the department who have been privileged to meet and work with these individuals. Not only their enthusiasm is inspiring, but their wise counsel and guidance are of great assistance to us.

Montana is fortunate in having a considerable number of these organizations, and in some states, they have gone one step further, and representatives of each association have gotten together to form a state-wide Better Roads Association.

In Montana we have the Highway 2, Central Montana, Highway 12, Highway 10 and the Highway 212 Associations representing east- west travel, while planning for better north-south travel are the U. S. 93, 91, Mont. 287, 87, D-Y Trail, North South International, and the Canadian, American, Mexican International Highway Associations.

Most of these groups are very active, and their organization extends into other states or provinces.

The Montana Highway Department is anxious to cooperate with each of these groups, providing them all the information we can, and working with them for the development they need. We welcome the opportunity to work with each of these highway associations.

CONTRACTOR PAYMENTS

Payments to contractors in Montana have been very heavy during the last two months. Broken down as to payments for construction per system, they are: Interstate, $2,184,601.82; Primary, $1,534,269.30; Secondary, $1,534,301.26; Urban, $160,847.56; and Maintenance Stock piles and construction, $74,008.84. This makes a total of $5,488,028.78 put into circulation by the Highway Department during the last two months.

Users of Montana's highways, the people that provide the necessary funds for the construction of new highways, and the people that should have the most to say regarding highway matters, and the group that suffer the most when highways are not built, or when the construction of much needed roads is delayed, will shortly have a chance to speak out, if the plans of the Montana Automobile Association are carried out.

They are instituting a public education program in an attempt to familiarize the people of Mon-

(Continued on page 2)

AWARD SHEET — Letting of October 26, 1960

PROJECT NO.	Amount of Bid	Bidder	Address
I 15-2 (10) 118 Dillon-Butte Section Nissler Junction Silver Bow County	$ 13,009.27	C. B. Lauch Const. Co.	Great Falls, Mont.
I 15-8 (10) 379 Pondera County-Canadian Line Road-Sweetgrass Toole County	$ 12,315.80	Fred Strandberg Const. Co.	Helena, Mont.
F 43 (15) Unit 1 Wisdom-Divide Road Beaverhead-Deer Lodge and Silver Bow Counties	$381,402.49	Nilson-Smith Const. Co.	Great Falls, Mont.
I 90-8 (11) 444 Unit 2 Billings-Urban Section Yellowstone Co. Interstate Road—Yellowstone County		WITHDRAWN	
F 259 (9) Unit 1 Hamilton-Florence Road Ravalli County	$248,655.26	Nilson-Smith Const. Co.	Great Falls, Mont.
S 9(9) Unit 1 Cardwell-Boulder Road Jefferson County	$177,992.36	Albert Lalonde Co.	Sidney, Mont.
S.M.P. 1803-04-42 Construction 28'x41' Section-man's frame living quarters near St. Mary in Glacier County	$ 19,404.00	MacRae Enterprises	Browning, Mont.

Project No. 1 awarded subject to Bureau of Public Roads concurrence
Projects 2, 3, 5, 6 and 7 awarded

CONTRACTOR PAYMENTS

(Continued from page 1)

tana in the need for highways, and bring to the public's attention, some of the problems that stand in the way of rapid replacement of much needed highways.

An effort by this group to try to attempt more up-to-date right-of-way acquisition laws will be made, whereby new construction projects can be awarded to contract in a reasonable length of time, thereby providing the Highway Department with a more realistic time-table. In the past, the projects have been scheduled as the funds available will allow, but in many cases, the time table would break down when the projects became entangled in condemnation cases, and other legal entanglements.

One of the inconsistencies of the present law, is that, of all the agencies with the right of Eminent Domain, that is to acquire the land of an individual for the good of all, the Highway Department is the only one that must first prove that we have exhausted all possibilities of obtaining the necessary land by negotiation first. This means unnecessary delays in attempting to negotiate, in many instances when we know that the land-owner has, from the beginning, every intent of carrying his case to court, where he feels that he will get a better settlement.

We welcome the assistance of this representative group, and sincerely hope that their efforts will result in accelerated highway construction.

MONTANA—THE BIG LAND

Have you ever wondered just how many miles of roads it took to cover the 4th largest state in the nation? We have, and we asked the Planning Survey Section to give us some facts as to the number of miles of road we do have in the Treasure State.

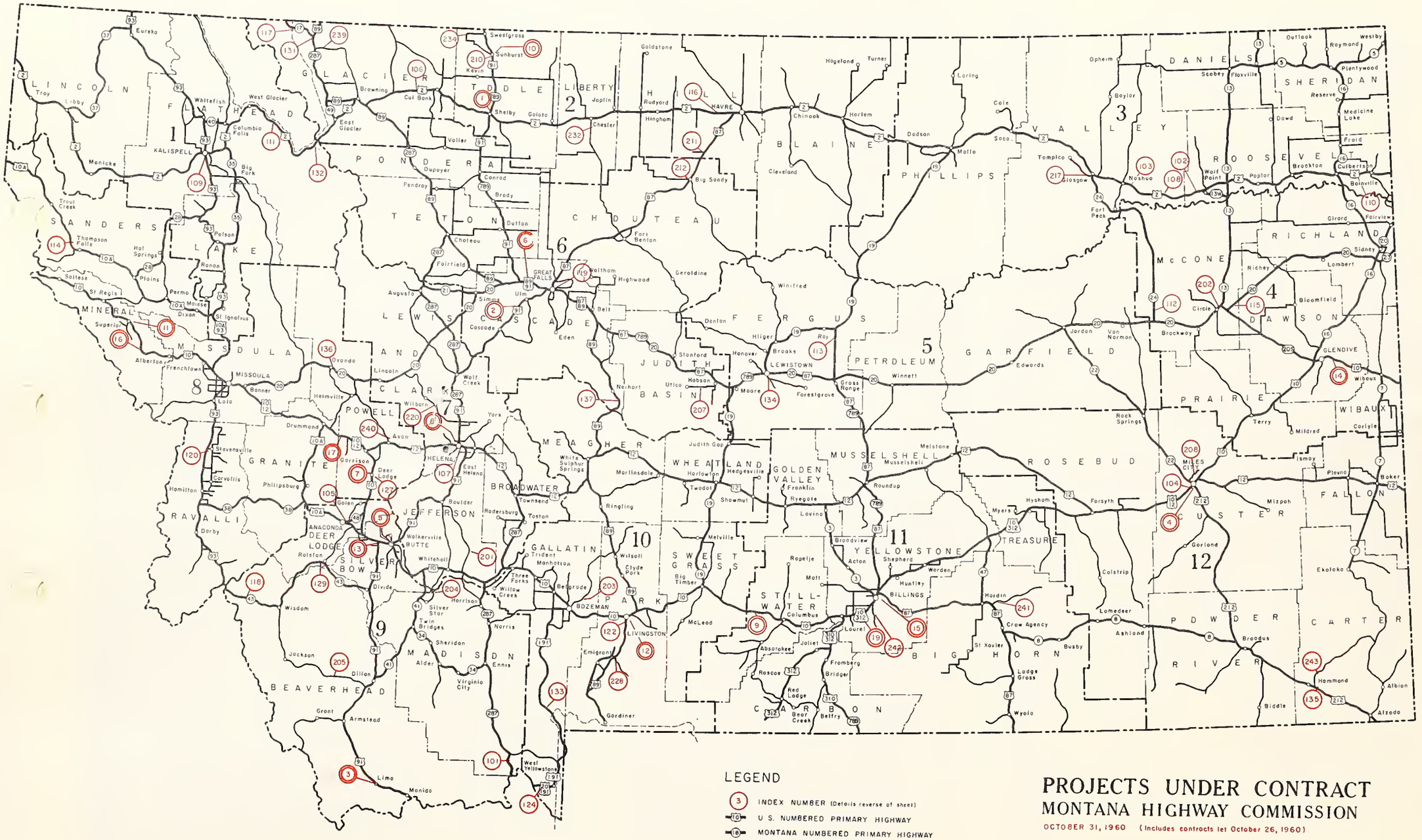
In this land of contrast, we have many primitive areas that have no roads at all, that are reserved for hunters, fishermen, and those that enjoy the primitive beauty and solitude these areas provide, and we hope they will remain as such. In other areas, we have as rich a land and as productive as any in the nation, and roads must be provided at close intervals.

According to the latest count, there are 74,829 miles of roads in our state, from poorly developed vehicle trails to Interstate Highways. Many of these roads receive very little travel, and 62,273 miles of this total are county roads, and 1,470 miles are city streets. The balance are on the Federal Aid System, which means that they were built with financial assistance from the federal government. Broken down as to systems, we find that 1,235 miles are presently on the Interstate System; 4,674 miles are on the Primary System; 5,153 miles are on the Secondary System, and 24 miles were built with federal assistance, but are on no particular system, (the road to Mouat Mine, for example). A total of 9,064 miles are hard surfaced.

1959 HIGHWAY USER REVENUE

Over $3 billion are produced by highway users in this nation each year, mostly through state gas taxes and highway carrier taxes.

Montana ranks 40th in the nation in the amount of highway taxes produced, with a total of $20,375,000 raised during the calendar year of 1959. These figures are from the Bureau of Public Roads, and show that the states of Alaska, Delaware, Hawaii, Idaho, Nevada, New Hampshire, North Dakota, Rhode Island, Vermont, and Wyoming had less income than Montana. In comparing our road user revenue with the adjoining states, we find that Wyoming received $11,339,000; Idaho $17,176,000; North Dakota, $15,951,000; Utah, $22,110,000; Washington, $50,583,000; Oregon, $42,929,000; Colorado, $33,626,000; California, as well as topping our WASHO states, topped the nation as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LEWIS AND CLARK
CASCADE
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JEFFERSON
BROADWATER
MEAGHER
WHEATLAND
GOLDEN VALLEY
MUSSELSHELL
ROSEBUD
YELLOWSTONE
TREASURE
GALLATIN
PARK
SWEET GRASS
STILLWATER
CARBON
BIG HORN
POWDER RIVER
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WOLF POINT
GLASGOW
CHINOOK
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MALTA
SCOBEY
PLENTYWOOD
CULBERTSON
SIDNEY
FAIRVIEW
BAKER
ROUNDUP
HARDIN
FORSYTH
COLSTRIP
ASHLAND
BROADUS
ALZADA
HAMMOND
WEST YELLOWSTONE
LIMA
MONIDA
GRANT
ARMSTEAD
DILLON
VIRGINIA CITY
ENNIS
TWIN BRIDGES
SILVER STAR
WISDOM
JACKSON
SHERIDAN
WILSALL
CLYDE PARK
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GARDINER
MELVILLE
BIG TIMBER
McLEOD
ABSAROKEE
ROSCOE
RED LODGE
BEAR CREEK
BELFRY
WYOLA
FROMBERG
BRIDGER
LODGE GRASS
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FORESTGROVE
GROSS RANGE
WINNETT
EDWARDS
ROCK SPRINGS
TERRY
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CORLYLE
ISMAY
PLEVNA
MIZPOH
GORLAND
EKALOKA
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JORDAN
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AUGUSTA
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CONRAD
DUPUYER
PENDROY
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SUNBURST
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KEVIN
CUT BANK
BROWNING
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WEST GLACIER
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OUTLOOK
WESTBY
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PLENTYWOOD
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FLAXVILLE
RESERVE
MEDICINE LAKE
DOWD
FROID
BROCKTON
CULBERTSON
BOINEVILLE
POPLAR
WOLF POINT
OPHEIM
BOYLER
SACO
TOMPICO
GLASGOW
FORT PECK
LORING
TURNER
HOGELAND
COLE
DODSON
MALTA
CLEVELAND
BIG SANDY
HINGHAM
RUDYARD
JOPLIN
CHESTER
GOLDSTONE
GALATA
SHELBY
TRIDENT
MANHATTAN
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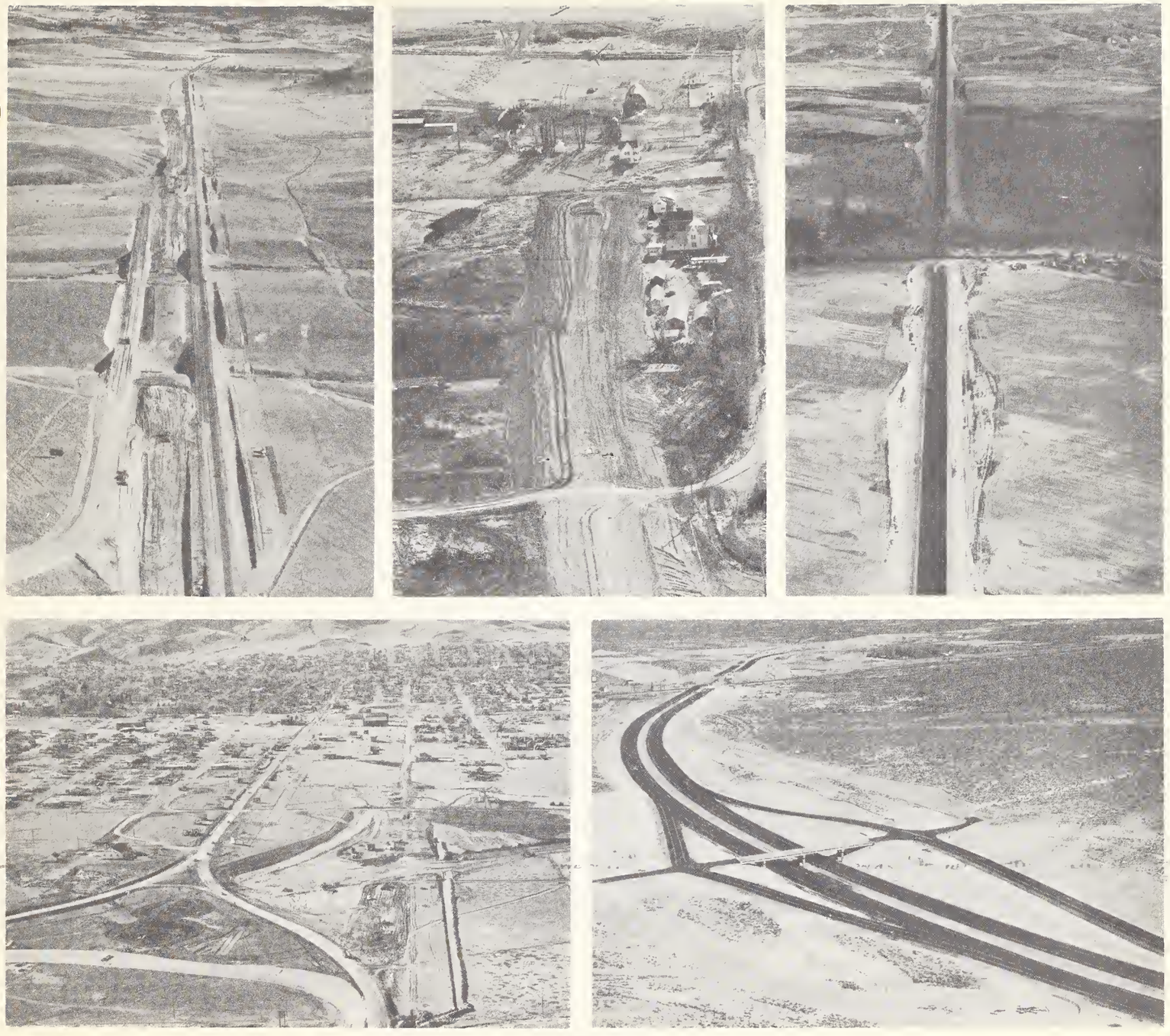
Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS			
1	I 15-8 (7) 351	11-15-60	5.6 miles signing (U. S. 91 - Shelby North).
	I 15-8 (8) 351	4-30-61	5.6 miles grass seeding (U. S. 91 - Shelby North).
	PS-I 15-8 (3) 351	11-15-60	Weigh Station (U. S. 91 - Shelby North).
2	I 15-5 (14) 250	4-30-61	6.5 miles grass seeding (U. S. 91 - Ulm South).
4	I 94-4 (3) 134	7-31-61	One 268 foot steel girder overpass - Miles City West Interchange. One 290 foot riveted plate girder bridge - Tongue River. Two prestressed concrete beam overpasses. One 153 foot - County Road, and one 158 foot - U. S. 212 (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 1	9-15-61	8.5 miles (0.8 miles four lane divided) grading, drainage, surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling. One 214 foot prestressed concrete beam overpass - Radar Base Interchange. Three concrete slab junior grade separations. (U. S. 10 - Miles City West).
	I 94-4 (5) 127 U 2	11-15-60	8.5 miles fencing (U. S. 10 - Miles City West).
5	I 15-2 (7) 127	6-30-61	Dual 168 foot steel girder overpasses - Montana Street Interchange (U. S. 91 - In Butte).
	I 15-2 (9) 128	8-31-61	Five prestressed concrete beam overpasses. One 225 foot - Lexington Avenue, One 225 foot - Oregon Avenue, Dual 210 foot - Harrison Avenue Interchange. One 210 foot Sheridan Street (U. S. 91 - In Butte).
6	I 15-5 (9) 275 U 1	11-15-60	8.3 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - West of Great Falls).
	I 15-5 (9) 275 U 3	11-15-60	8.3 miles fencing (U. S. 91 - West of Great Falls).
	I 15-5 (12) 275	11-15-60	8.3 miles signing (U. S. 91 - West of Great Falls).
	I 15-5 (15) 275	4-30-61	8.3 miles grass seeding (U. S. 91 - West of Great Falls).
7	I 90-3 (8) 180 U 1	4-10-62	8.6 miles (1.0 mile four lane divided) grading,drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 North and South of Deer Lodge).
	I 90-3 (8) 180 U 2	8-31-61	Six prestressed concrete beam bridges, One 123 foot - North Deer Lodge Interchange, One 118 foot Milwaukee Avenue, One 168 foot - County Road, Dual 153 foot - Clark Fork, One 256 foot - Underpass South Deer Lodge Interchange, and two 20 foot concrete slab junior grade separations - County Roads (U. S. 10 - North and South of Deer Lodge).
	I 90-3 (8) 180 U 3	11-15-60	8.6 miles fencing (U. S. 10 - North and South of Deer Lodge).
8	I-IG-ING 15-4 (4) 184 U 1	11-30-60	1607 foot total length dual steel and concrete overpasses - GN RY and NP RY., Boulder Avenue. (U. S. 91 - Helena).
	I-IG-ING 15-4 (4) 182 U 2	9-15-61	2.8 miles four lane divided, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Dual 260 foot steel girder bridges - Underpass - Colonial Club Interchange (U. S. 91 - Helena - South).
	I-IG-ING 15-4 (4) 182 U 3	6-1-61	2.8 miles fencing and cattle guards (U. S. 91 - Helena - South).
9	I 90-8 (7) 394	12-31-61	One 558 foot - Riveted plate girder bridge - Yellowstone River (U. S. 10 - West of Columbus).
10	I-IG 15-8 (6) 379 U 1	7-31-61	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 313 foot steel girder - GN RY. One 168 foot prestressed concrete beam - Sunburst Interchange - Overpasses (U. S. 91 - Sunburst North).
	I-IG 15-8 (9) 379	4-30-61	4.2 miles grass seeding (U. S. 91 - Sunburst North).
	I-IG 15-8 (6) 379 U 2	11-15-60	4.2 miles fencing and cattle guards (U. S. 91 - Sunburst North).
	I 15-8 (10) 379	6-1-61	4.2 miles signing and delineation (U. S. 91 - Sunburst North).
11	I 90-1 (6) 43 U 1	7-1-61	6.7 miles (1.2 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One concrete slab junior grade separation (U. S. 10 - North and South of Superior).
	I 90-1 (6) 43 U 3	11-15-60	6.7 miles fencing and cattle guards (U. S. 10 - North and South of Superior).
12	I 90-7 (4) 330	9-30-61	730 foot - Dual Structures - Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - South of Livingston).
	I-IG 90-7 (9) 327 U 4	8-15-61	4.3 miles grading and sub-ballasting only of Northern Pacific Railway Line (U. S. 89 - South of Livingston).
13	I-ING 15-2 (8) 118	11-15-60	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling, three prestressed concrete bridges, one 210 foot Victor Interchange, one 599 foot and one 614 foot B.A.&P. RY, CMST P&P RY., NP RY., and Clark Fork (U. S. 91 - West of Butte).
	I 15-2 (10) 118	6-1-61	4.2 miles signing and delineation (U. S. 91 - West of Butte).
14	I 94-6 (2) 216	11-15-60	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - East of Glendive).
15	I 90-8 (10) 451	6-30-62	930 and 945 foot (dual) Steel Riveted Plate Girder Bridges - Yellowstone River (U. S. 10 - East of Billings).
16	I 90-1 (7) 60 U 1	11-15-60	5.0 miles signing and delineation (U. S. 10 - Southeast of Superior).
	I 90-1 (11) 60	11-15-60	5.0 miles grass seeding (U. S. 10 - Southeast of Superior).
17	I 90-3 (9) 157	11-15-60	9.6 miles grass seeding (U. S. 10 - East of Drummond).
	I 90-3 (5) 157 U 1	11-15-60	9.6 miles signing and delineation (U. S. 10 - East of Drummond).
19	I 90-8 (8) 438 U 1	11-15-60	6.4 miles four lane, grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Same construction on frontage roads. Two 153 foot prestressed concrete beam overpasses - Beet Dump Separation (U. S. 10 - West of Billings).
	I 90-8 (8) 438 U 2	11-15-60	6.4 miles fencing (U. S. 10 - West of Billings).
FEDERAL AID PRIMARY PROJECTS			
101	FHP 60-A	1961	8.9 miles grading, drainage, surfacing and bituminous surface treatment. One 260 foot prestressed concrete girder bridge - Madison River (Montana 287 - South of Ennis).
	ROW FHP 60-A	7-15-61	8.9 miles fencing (Montana 287 - South of Ennis).
102	F 84 (29)	6-30-61	9.3 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
	F 232 (4)	6-30-61	8.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - Wolf Point West).
103	F 144 (5)	6-30-61	2.0 miles plant mix bituminous and seal coat oiling (U. S. 2 - In Nashua).
	F 189 (5)	6-30-61	8.2 miles plant mix bituminous and seal coat oiling (U. S. 2 - Nashua East).
104	F 135 (17)	9-15-61	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - Miles City West).
105	F 68 (9)	7-1-61	6.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10A - Anaconda East).
106	F 220 (7)	6-30-61	0.5 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling (U. S. 2 - West of Cut Bank).
107	F 214 (3) U 1	9-15-61	1.0 mile grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 91 - Helena).
108	F 189 (4) U 1 & F 232 (3) U 1	7-30-61	8.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Wolf Point).
109	U 58 (23) U 257 (14) U 1 F 270 (7) U 1	11-15-60	2.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 & 93 - In Kalispell).
110	F 84 (27)	7-1-61	8.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - East of Culbertson).
	F 84 (28)	7-1-61	5.5 miles plant mix bituminous and seal coat oiling (U. S. 2 - West of Culbertson East).
	F-FG 273 (11)	7-1-61	0.8 miles plant mix bituminous and seal coat oiling (Montana 16 - Culbertson South).
111	FHP 13-F6	1961	2.1 miles grading, drainage and surfacing (U. S. 2 - East of West Glacier).
112	F 315 (14)	11-15-60	8.3 miles gravel surfacing (Montana 24 - Junction Montana 20 North).
113	F 333 (23) U 1	11-15-60	11.8 miles grading, drainage, and surfacing (North of Grass Range).
114	FHP 6 D 5	1960	2.3 miles grading, drainage, surfacing and road mix bituminous oiling (U. S. 10 A relocation - West of Thompson Falls).
	ROW FHP 6-D5	11-15-60	2.0 miles fencing (U. S. 10 A - Thompson Falls West).
115	F 391 (13)	11-15-60	9.1 miles surfacing, plant mix bituminous and seal coat oiling (Montana 20 East of Circle).
116	F-FG 95 (11) U 1	11-15-60	7.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - West of Havre).
117	NP 4A4 & 14A	1961	10.9 miles grading, drainage, surfacing and bituminous surface treatment (Montana 17 - Northwest of East Glacier).
118	FHP 20-B	1961	9.4 miles grading, drainage and four 60 foot concrete slab bridges. Three over Trail Creek and one over Ruby Creek (Montana 43 - West of Wisdom).
119	U-F-FG 395 (4)	11-30-61	One 1126 foot steel riveted plate girder bridge - GN RY, and Missouri River (U. S. 87 Bypass - Great Falls North).
120	F 259 (9)	9-1-61	14.5 miles raising of various grades, plant mix bituminous and seal coat oiling (U. S. 93 - North and South Stevensville Junction).
122	F 13 (6)	8-15-61	4.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 89 - South of Livingston).
124	ROW FHP 46-A4	11-15-60	1248 rods of fencing (U. S. 191 - West of West Yellowstone).
	FHP 46-A4	1961	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 60 foot reinforced concrete girder bridge - South Fork Madison River (U. S. 191 - West of West Yellowstone).
127	F 184 (14)	4-10-62	1.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 10 - North and South of Deer Lodge).
129	F 43 (14) U 1	11-15-60	Two bridges, one 235 foot prestressed concrete beam and one 325 foot riveted steel girder - Big Hole River (Montana 43 - East and West of Ralston).
	F 43 (14) U 2	11-15-60	1.9 miles grading, drainage, surfacing & bituminous surface treatment of approaches to bridges on F 43 (14) U 1. (Montana 43 - East and West of Ralston).
	F 43 (15) U 1	10-31-61	31.0 miles plant mix bituminous and seal coat oiling. (Montana 43 - East and West of Ralston).
131	F 208 (3)	6-15-61	0.9 miles grading, drainage, surfacing, road mix bituminous and seal coat oiling. One 122 foot prestressed concrete beam bridge - Kennedy Creek (U. S. 89 - North of Browning).
132	FHP 13-I5, J3	1960	4.0 miles grading, drainage and surfacing (U. S. 2 - Southwest of East Glacier).
134	U 103 (7) U 2	11-15-60	One 33.7 foot concrete slab bridge - Big Spring Creek (Montana 19 - In Lewistown).
135	F 262 (12)	11-15-60	11.0 miles stabilized surfacing, plant mix bituminous and seal coat oiling (U. S. 212 - Hammond Southeast).
136	F 237 (16) & F 267 (11)	12-17-60	29.8 miles (intermittent raising of grading) surfacing, plant mix bituminous and seal coat oiling (Montana 20 - West and East of Ovando).
137	FHP 32-A9	1961	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U. S. 89 - South of Neihart).
FEDERAL AID SECONDARY PROJECTS			
201	S 9 (9)	9-1-61	8.5 miles surfacing, plant mix bituminous and seal coat oiling (Southeast of Boulder).
202	S 31 (5)	11-15-60	0.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (In Circle).
203	S 370 (12)	7-15-61	5.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Bozeman).
204	S 160 (1)	6-30-61	One 245 foot - prestressed concrete beam bridge - Jefferson River (North of Silver Star).
205	S 35 (10)	9-30-61	15.9 miles surfacing, plant mix bituminous and seal coat oiling (West of Dillon).
207	S 121 (2)	11-30-60	5.7 miles grading, drainage and surfacing. One 65 foot prestressed concrete beam bridge - Judith River (Hobson to Utica).
208	S 388 (1)	7-15-61	8.6 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 198 foot prestressed concrete beam bridge - Sunday Creek (North of Miles City).
210	S 366 (5)	7-30-61	0.5 miles surfacing, plant mix bituminous and seal coat oiling (In Sunburst).
211	S 242 (1)	11-15-60	4.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. One 75 foot treated timber trestle - Big Sandy Creek (North of Big Sandy).
212	S 219 (4)	11-15-60	8.0 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling. (Big Sandy - West).
217	S 257 (4)	11-30-60	3.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Glasgow - West).
220	S 2 (7)	11-15-60	7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Wilborn Southeast) .
228	S 273 (2)	9-30-61	One 360 foot riveted plate girder bridge (Northeast of Emigrant).
232	S 303 (4)	11-15-60	5.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Chester South).
234	S 366 (7)	11-15-60	6.3 miles grading, drainage and surfacing (West of Sweetgrass).
239	S 366 (1)	8-1-61	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northwest of Browning).
240	S 291 (4)	11-15-60	6.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Avon Northwesterly).
241	S 322 (5) U 1	11-15-60	One 183 foot prestressed concrete beam bridge - Little Big Horn River (Hardin Northeasterly).
	S 322 (5) U 2	11-15-60	5.1 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Hardin Northeasterly).
242	S 132 (3)	11-15-60	8.2 miles surfacing, plant mix bituminous and seal coat oiling (Billings South).
243	S 184 (3)	11-15-60	15.3 miles grading, drainage, and surfacing (Hammond Northeast).



Upper Left—Looking South where Interstate 15 proceeds toward Butte from Helena. Top Center—The new Interstate Highway 90 is progressing in Deer Lodge. Upper Right—Highway travel between Sidney and Circle and points west will be greatly expedited, now that this new road penetrates this area that up to now had no roads but the old circuitious county roads. Lower Left—Interstate construction on No. 15 is progressing rapidly in the Helena area. These views of the Capitol Interchange, show the rapid progress being made on this project. This view, looking west toward Helena, shows the city in the background. Lower Right—The Nissler section of Interstate 15 is rapidly nearing completion, with the Victor Interchange now open to traffic.

well with a whopping $329,599,000. They apparently need highways so desperately down there that they voted another $33 million in bonds to help finance additional nationwide highway construction.

In addition to highway user tax revenue, there was a total of $0.6 billion produced from construction bonds, $0.4 billion was taken in from tolls, $0.3 from other sources. These funds, matched with a total of $2.9 billion in federal aid made a total of $7.2 billion for income of state administered highway systems.

QUINNELL TO A.A.S.H.O.

Fred Quinnell, Jr., State Highway Engineer, will take an active and important part in the 1960 annual meeting of the American Association of State Highway Officials, the latter part of this month in Detroit. Besides being appointed to the nominating committee by President David Stevens, he has been asked to present a discussion in the Administrative Panel on the relations of the State Highway Departments with the Bureau of Public Roads.

The Montana Highway Department's answer to the assault planned by Old man Winter. A group of our equipment all prepared for any eventuality on one of our mountain passes. Sanding truck and four snow plows, including the rotary, with the foreman's pick-up were posed at our shops upon being readied for use on MacDonald Pass. Lower Right—New shoes for the snow plows are readied in the shop for use this winter. They wear out quite rapidly.

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Helena, Montana

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